

- 2000** **Pre-CRC studies conclude balanced set of improvements to highway, transit and freight needed**
- 2004** **Boat survey** indicates that an 80 foot bridge height would meet needs of all but four barges and two sailboats
- 2006** 39-member Bi-state Task Force recommends removal of low (around 65 feet) and high (around 130 feet) level bridges from further consideration because of negative effects to air traffic safety and traffic congestion
- 2006** **US Coast Guard preliminary public hearing** on mid-level bridge receives one request for 100 feet and one for high-level of navigation clearance
- 2008** **Draft environmental impact statement process**
- Task Force and six elected boards and council recommend a replacement bridge at mid-range height based on technical information and public comment
- 2009** Existing marine fabrication business begins large shipments
- 2010** New marine fabricator moves to area, starts operating in early 2011
- 2011** **Bridge type public process** receives one comment that mid-level bridge height could impede river navigation
- 2011** **Final environmental impact statement process**
- Amended height request from existing river user and US Coast Guard expresses formal concern about 95-foot bridge height
 - CRC commits to updated vessel assessment, impact analysis and engineering evaluation as part of the bridge permitting process
- 2011** FHWA and FTA issue their Record of Decision which includes a mid-height replacement bridge
- 2012** **Bridge permitting process begins**
- CRC completed further analysis of a mid-range (95-110 foot) bridge and new analyses of the feasibility of 115, 120 and 125 foot bridge options in November 2012.